

GLOUCESTER'S IMPORTANCE AS A MANUFACTURING CENTRE.

The Russia Cement Company, one of our local concerns, is the largest handler of liquid glue in the world. Its products are distributed all over the world through its foreign branch offices, they having offices in this country in Gloucester, New York, Chicago and San Francisco, in Canada in Montreal and abroad in England, Germany, Austria, Switzerland and Australia. They employ over 100 people and annually put into circulation in the city of Gloucester \$300,000. A large part of this amount is paid to the fish firms in the purchasing of supplies and materials for carrying on their business.

The Royal Manufacturing Company is doing big business, in fact the size of its business is only limited by the size of the building in which its factory is located and the number of operatives it is able to obtain. At present they have about 100 people employed and their factory is one of the busiest places in this city. This concern are the originators of wash dresses for women and among their customers are numbered some of the largest and best known concerns in the country.

The Gloucester Oil Clothing Company on Commercial street employ about 50 people in the manufacture of oil clothes, overalls, leather coats, sheep-skin lined coats and other specialties of this nature. This concern has a large and increasing business which bids fair to continually increase.

The Merchant Box & Cooperage Co. employs a large number of people the year round of which the majority are skilled help. This concern manufactures all kinds of boxes and packing cases for use of fish packing concerns and other businesses of this city. The bottle cases which are manufactured by this concern are used extensively all over the United States.

A. Hubbard & Son, established 1873, have one of the most modern bakery plants in New England and their product is shipped to many states. Hubbard's famous pilot bread, fancy crackers, etc., comprise a line of a half hundred varieties of popular and attractive articles of food which they manufacture. Between 30 and 50 people are kept continually employed the year round by this concern and their pay roll goes far to make up the material prosperity of the city.

The E. L. Rowe & Son Company employ from 60 to 70 men in their business on manufacturing sails and other canvas equipment for vessels and steamers of all kinds. This concern takes contracts to completely equip the largest battleships in our navy with canvas equipment of every nature and some of the orders received from the government for this class of work run into many thousands of dollars. Their well known Gloucester brand of swinging hammocks is extensively advertised in the leading magazines and their output of these goods is continually increasing.

The Success Manufacturing Company is one of the busiest factories in the city and this concern has several times enlarged its plant to keep up with the rapidly increasing demand for its goods and present prospects indicate that further additions will have to be made in the future to keep pace with the growing business. About 50 men are kept continually employed in the manufacture of sheet metal goods such as ash sifters, refrigerators, sanitary garbage cans, all steel medicine cabinets, etc. This concern consumes annually 300 tons of sheet metal in the manufacture of its goods. Their present plant consists of a factory building 130 feet long, 30 feet wide and 3 stories in height, and is thoroughly equipped with modern and up-to-date machinery. An addition has been recently added 30x40 feet and 3 stories high. There is also a smaller building one story in height which contains a complete galvanizing plant. Some of the people of Gloucester would be surprised if they could take a walk up to Sargent street and see this busy factory in operation.

The Gloucester Net and Twine Co. gives employment to a great many people, mostly girls, in the manufacture of nets, twines, seines, etc. Their factory on Maplewood avenue is equipped with the most modern machinery for use in its business and this industry is a valuable acquisition to Gloucester's manufacturing concerns.

At present business is rushing with this company.

The James H. Tarr Company, Limited, manufacturers of anti-fouling paints for wooden or iron vessels' bottoms, old-fashioned copper paint used on fishing vessels, merchant marine, and by the railways on barges, etc., red yacht composition for the bottoms of yachts and motor boats. They make a beautiful light green yacht racing compound, for motor boats and tenders.

A. W. Dodd & Company, manufacture Dodd's liquid fish glue which is used extensively and also refined oils and isinglass. Their large and modern plant on Wharf street keeps 15 or more people employed the year round. In addition to being manufacturers of cod and other fish oils they are also large importers of Norwegian Cod Liver Oil for medicinal purposes.

Henderson & Johnson manufacture the "Gloucester" brand of brown, red and green copper paint, deck, floor, house and ship paints, also spar and interior varnishes, shellacs and dry colors put up in packages of all sizes.

The L. Nickerson Company manufacture the "Improved Cape Ann"

oiled clothing, in all colors, auto coats and covers, hats, caps, coats, jackets, pants, ladies' oiled coats a specialty and many other articles.

Boynston's Improved Process Oiled Clothing Company

manufactures the "Battleship" and "Cruiser" brands of oil clothes, "Battleship" Couch Duck Hammock, which is a new local industry, men's automobile oil clothing and men's woolen and worsted pantaloons.

A. P. Stoddart & Company founded in 1876, manufacture patented improved oscillating vessel and direct worm and gear yacht steerers for all crafts up to 160 tons, also patented fish fibre machines, small cargo winches, hoisting engines for stone carrying vessels, and also gasoline motor boat work and automobile repairing.

The George J. Tarr Company in business 42 years at the same locality at Fort wharf, are large manufacturers of cod and fish oils, employing a considerable force.

The Biverstone Manufacturing Co. is engaged in the manufacture of fog horns for every kind of craft that floats, being made either plain or combined and convertible (horn and whistle). The combination for motor boats is an innovation and covers all law requirements.

George A. Reed & Son have a wide reputation as iron and brass founders and manufacturers of hawse pipes, rudder braces and metal keels.

F. Sylvester & Company, Gloucester Boiler Works.

Builders of all types of marine, stationary and locomotive boilers, smoke stacks, gasoline, water and oil tanks, tar kettles.

The Perkins Box Company is now established in the new plant near the Cape Ann Anchor Works.

With new and improved machinery the company will be better equipped than ever to attend to their customers' wants. This hustling concern, will as formerly be under the management of Epes W. Merchant, whose long experience in the box manufacturing business assures the trade that all orders will receive prompt and careful attention.

About 20 men are given employment the year round in this business and in rush seasons this number is increased.

The Cape Ann Anchor Works located on Whittemore street employs about 100 people, most of whom are skilled mechanics, in the manufacture of iron and steel forgings up to 200,000

lbs. in weight. Their products are used by railroads and manufacturers of transmission machinery in all parts of this and foreign countries. Their engine forgings are used considerably in China and Japan while large quantities of their sugar mill work is shipped to Cuba, Hawaiian Islands and Australia. Their anchors are used by the fishing fleet of this and other ports and have no superior for the purpose for which they are designed.

L. D. Lothrop & Son manufacture the Lothrop fog horn, patent swivels, patent leads and fishing tackle of all descriptions for the deep sea fisheries, mostly specialties of their invention, and in all cases recognized as the standards. They have a large foreign as well as domestic trade. Sole importers and agents in the United States for the celebrated Arthur James Fish Hooks.

Burroughs Nut and Bolt Co. The Burroughs Nut and Bolt Company is a comparatively new addition to Gloucester's many industrial plants, but that it is to be a permanent fixture is quite evident. A splendid equipped plant with modern machinery, capable of a large output of nuts and bolts of various sizes has been erected near the Fernwood crossing, West Gloucester. Only a small force is at present employed, but as soon as the great tanks for the oil, with which the machinery is to be run, are installed and the spur track built, which it is reckoned will be in about 60 days, the plant will start up with a force of 30 men which will be increased as the business demands. The weekly pay roll, will probably be in the vicinity of \$500 at the start, or nearly \$30,000 per year, but this does not by any means settle the question of the amount to be disbursed, after the plant has been enlarged and the number of employees increased.

The Fish Business of Gloucester.

Its inception dating back to the earliest days of our great country, and surviving through all the hardships and perils which at times beset it, the fish business, keeping time with the march of progress is today the leading industry of our city.

The business itself is so widely advertised throughout the country, and its character and value so well known to our people that little can be said but what is already familiar to a great many of the readers of this paper. Some people, however, have only a slight comprehension of the vast magnitude of this industry, and with this idea in sight it seems highly advisable to impress upon the minds of those who are not already thoroughly conversant with the true situation of affairs, what this great enterprise really amounts to in facts and figures.

There are 261 vessels, with a tonnage of 21,107 tons, engaged in the fish business in Gloucester. This number includes only the larger vessels, there

being in addition 100 small shore sail boats and gasoline boats. The vessels are valued at \$2,175,000 outside of the asset of the valuable wharf and upland property, used in the discharging of the cargoes, and drying, curing, and packing of the fish, and the many large store-house, lofts, packing-houses and other buildings necessary.

There are over 4000 men engaged on the vessels of Gloucester, representing

about 15,000 people dependent upon the industry and this does not include the 1500 employees engaged in the lofts and on the wharves of our fish concerns. The total number of plants is 15, with a valuation of about \$7,000,000.

The yearly sales of the finished product of the Gloucester fish-packing concerns aggregate approximately \$5,900,000 exclusive of the earnings of the fishermen. The total payroll of these concerns yearly aggregate \$420,000, quite a sum of money to put into circulation among our merchants and store-keepers; although this does not represent by any means, the total amount of money distributed more or less indirectly through the medium of the fish business, there being many other industries here which are dependent upon the fish business for their material prosperity.

1306. April 8. ✓

TWO MADE THREE TRIPS THIS WEEK.

SCHS. EMILY COONEY AND MARY E. COONEY LED T WHARF FLEET.

Only half a dozen of the market boats are at T wharf this morning. Two of them, schs. Emily Cooney and Mary E. Cooney, have their third trip of the week the former hauling for 18,000 and the latter for 15,000 pounds. Both crafts have struck a fine market each time in and their crews must have made a fine bit of money.

The other craft in this morning have small fares. Yesterday afternoon three of the market boats were in, one of them, sch. Aspinet, which had evidently been fishing to the eastward, had 60,000 pounds of fish among which were 35,000 pounds of cusk and 15,000 pounds of hake.

For the week ending Thursday night there were landed at T wharf, 61 fares aggregating 1,531,800 pounds of fresh fish, against 120 arrivals with 3,146,400 pounds of fresh fish for the corresponding week last year.

Haddock this morning brought \$3.25 and \$3.35 and large cod sold at \$4.75 to \$5.

Boston Arrivals.

The fares and prices in detail are:
Sch. Annie M. Hamilton, 600 cod.
Sch. Emily Cooney, 1500 haddock, 3000 cod.
Sch. Mary E. Cooney, 14,000 haddock, 1000 cod.
Sch. Rita A. Viator, 3000 haddock, 500 cod.
Sch. Esther Gray, 2500 haddock, 800 cod.
Sch. Morning Star, 1300 cod.
Sch. Aspinet, 3500 haddock, 7000 cod, 15,000 hake, 35,000 cusk.
Sch. Olivia Sears, 2000 cod.
Sch. Georgianna, 5000 cod.
Haddock, \$3.25 to \$3.35 per cwt.; large cod, \$4.75 to \$5; market cod, \$4.

Lake Boat Fleet May Be Increased.

One of the big fish men of Ashtabula, Ohio, on the shores of Lake Erie, and who is interested in a large fleet of what are known here as "lake boats," was here a while ago looking over the ground and seeing how the fishing is carried on here and also to see how the fleet of lake boats now here are doing. As a result of his visit it is reported that the lake boat fleet here is to be largely increased and that fully 20 of these craft are to come here from Ashtabula before many months.

These lake boats here have been doing big since the first of March, making big catches, but previous to that, during the winter, they did not do very well.

Fishermen Arriving.

Quite a number of fishermen came Wednesday and more are expected tomorrow. Next week will see quite a number of the dory handliners and drifters start in to fit out. Several of the southern seiners will also begin to get ready and a number are expected to sail before Easter.

Sailed South Seining.

There was another addition to the southern mackerel seining fleet this morning, sch. Sylvania, Capt. Lemuel E. Firth, hoisting her sails and heading off for the south.

Halibut Sale.

The fare of halibut of sch. Teazer sold yesterday to the American Halibut Company at 12 cents per pound for white and 9 cents for gray.

On the Railways.

Schs. Romance and Appomattox are on Burnham Brothers' railways.
Sch. Eugenia is on the Rocky Neck railways.

Sale of Handline Georges Cod Fare.

The fare of handline Georges salt cod of sch. Arthur D. Story sold to George Perkins & Son.

Rips Fleet Started Today.

The first of the Rips, or drift, fleet sailed today, those to go being schs. Corsair, Good Luck and Olympia.

April 8.

SALVAGE WILL BE STORED.

No Attempt To Be Made at Present to Raise Lumber Sch. Colonial.

Nothing will be done at present toward raising the wrecked sunken sch. Colonial, at Burgo, N. F. All that can be saved from the craft will be stored at Burgeo, and Capts. Upshall and Thomas will then come home.

The weather there at present is very cold and there is considerable ice. No steamer can be secured to work at present, and as it is felt that where the craft lies, she will meet with no more damage if left there for a while, the attempt to float her will be put off until warmer and more seasonable weather comes, when the work can be done easier and quicker than at present.

Portland Fish Notes.

Thursday the steamer Carrie and Mildred arrived at Portland after a trip out around the lightship after cod, haddock and other fish. But Capt. George McLain had much more to offer than these ordinary brands when he returned. His steamer took on the character of a veritable curiosity ship.

Lying on the deck was a good sized porpoise from which a young porpoise had been cut. Near this was a handsome sturgeon. These fish excited considerable admiration, but the real surprise was kept for later. Capt. McLain brought from the pilot house the biggest lobster that has been caught off this port in years. He weighed seven pounds strong and nearly filled a bushel basket. Reckoning lobsters as they are now priced, this king of the crustacean was worth pretty near five dollars for the retail market. A number of other lobsters were also secured in the nets, but they were not to be compared with this big fellow.

Sch. Wesley W. Sennett also brought in about 6000 pounds of pollock, and as yesterday was a fine fish day it is likely that a good catch was made by the pollockers who were fishing in the Sheepscot river.

Large Haddock Fleet Expected.

A big fleet of the off-shore haddockers is looked for at T wharf the first half of next week and being the last week in Lent, a fair market is looked for. Quite a number of the big fellows are also due at Port Clyde next week. After this trip a number of them will haul out to fix up and get ready for the shacking season and their Cape North trips, while some will shift over to mackerel seining, and fit for one trip south and Cape Shore, so that they can stay to the southward a few days later and then make a straight wake for the Cape Shore without having to come in here.

Seized Fish Cargo Sold.

The cargo of fish on board the French steam trawler Baleine which has been under seizure at North Sydney, C. B., for several months, at the instance of different parties was sold at auction Tuesday at noon by Sheriff Ingraham pursuant to an order of the admiralty court. Angus Young of the firm of C. & W. Hackett was the highest bidder and bought the fish at 2 cents a pound. The whole cargo is comprised of 800 quintals, the fish being in excellent condition. The steamer is also advertised to be sold the 23d.

Price of Lobsters Dropping.

The beginning of the end has come and the price of lobsters has already begun to drop from their abnormally high level. Yesterday they were being sold by the Portland wholesalers at 40 cents a pound alive, while the fishermen were receiving 35 cents apiece for them. From now on the price will go down and probably with a big jump, too. Many thousands of crustaceans are expected in Boston and when they arrive the bottom will fairly drop out of the market, it is thought.

Collecting Eggs and Distributing Fry.

The U. S. fish commission steamer Gannet arrived at Portland from the Boothbay hatchery Thursday and will go out with the fleet today in quest of cod eggs. The Gannet has started in on the work of planting cod fry, having dropped about one and a half million of young cod yesterday about two miles westsouthwest of Half Way Rock, off the Maine coast, being the first lot she has distributed this season.

April 8. ✓

SMALL BOATS HAD GOOD DAY.

LANDED OVER 40,000 POUNDS FRESH FISH AT THE FORT YESTERDAY.

One schooner is here from Boston with 40,000 pounds of fresh fish for the splitters, sch. Beibina P. Domingoes being that craft. Sch. Motor is here to fix up and paint and get ready for south mackerel netting and sch. Annie and Jennie is here to fit out.

Outside of these craft practically everything in the shore fleet is out and taking advantage of the good fish day.

The little shore boats, the Italian power dory fleet and the lake boats had a great day yesterday and all did well. Before dark last night they had landed at least 40,000 pounds of fresh fish at the Fort, most of their catch being haddock. Besides this large amount, the lake boats shipped 11,000 pounds to Boston market, although one of them, the Eagle, took out her catch at the Fort.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Beibina P. Domingoes, via Boston, 40,000 lbs. fresh fish.
Sch. Motor, via Boston.
Sch. Annie and Jennie, via Boston.
Steamer Quoddy, shore, 7000 lbs. fresh fish.
Steamer Eagle, shore, 4000 lbs. fresh fish.
Steamer Weasel, shore, 2500 lbs. fresh fish.

Vessels Sailed.

Sch. Manhasset, haddocking.
Sch. Flora J. Sears, haddocking.
Sch. Edith Silveira, haddocking.
Sch. Walter P. Goulart, haddocking.
Sch. Sylvania, south mackerel seining.
Sch. Corsair, Rips.
Sch. Good Luck, Rips.
Sch. Olympia, Rips.
Sch. Harvard, Georges handlining.
Sch. Elector, dory handlining.
Sch. Athlete, dory handlining.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5; medium, \$4.50; snappers, \$3.
Trawl, Georges codfish, large, \$4.75; medium, \$4.25.
Eastern halibut codfish, large, \$4.50; medium, \$4.
Haddock, \$2.
Pollock, \$2.
Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.
Hake, \$1.75.
All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

Haddock, \$1.10.
Large cod, \$2.25; mediums, \$1.75; snappers, 75c.
Cusk, large, \$1.60; mediums, \$1.25; snappers, 60c.
Dressed pollock, \$1.10; round, \$1.
Fresh codfish not gilled bring 10c per cwt. less than the above prices.
Halibut 12 cts. per lb. for white and 9 cts. for gray.

April 8.

Salt Mackerel Imports.

Imports of salt mackerel at Boston to date, of the catch of 1910 are 34,328 barrels against 32,868 barrels to date last year of the catch of 1909 and 42,895 barrels to date in 1909, of the catch of 1908.

Lost Portion of Trawls.

Sch. Aspinet, which arrived at Boston yesterday, reports losing 15 tubs of trawls on the recent trip.

April 8. ✓

SEINING FLEET STARTING LATE.

FIRST SOUTHERN MACKEREL FARE LAST YEAR WAS LANDED APRIL 8.

A year ago yesterday, April 8, the first fare of fresh mackerel of the season was landed, sch. Elmer E. Gray Capt. Solomon Jacobs, putting in at Fortress Monroe, Va., with 19 barrels of large fish. The count was 1257 mackerel and they brought at Fulton Market, to which place they were quickly shipped, 80 and 90 cents each. On the 1257 fish the vessel stocked \$970. The fare was taken in 26 fathoms of water, in latitude 36.55 north. The first fish were seen April 1 and the catch of the Gray was made April 7.

Thus far this season but three seiners have gone south, schs. Clintonia, Arthur James and Ralph L. Hall. No word has yet been received of any fish seen and no fares have as yet been landed.

The catch of fresh mackerel and number of fares landed in recent years out south, to and including April 9 were as follows:

- 1910—One fare, 19 barrels.
- 1909—None.
- 1908—Seventeen fares, 1906 barrels.
- 1907—Two fares, 70 barrels.
- 1906—Two fares, 40 barrels.
- 1905—One fare, 30 barrels.
- 1904—Nine fares, 855 barrels.
- 1903—Eight fares, 296 barrels.
- 1902—Sixteen fares, 1551 barrels.

The second fare last year was landed April 19, at Fortress Monroe, by sch. Mary E. Harty, Capt. Reuben Cameron. There were seven barrels in the lot.

April 10. ✓

Reciprocity in the Very Air Down There.

A fine fishing schooner was Bros., Dayspring, N. S., on Monday. Bros., Dayspring, N. S., on Monday. She is built on the latest principles and is said to be as fine a schooner as ever floated on the waters of the LaHave. Her dimensions are—120 feet over all, 26 feet beam, 10 feet six inches hold. She was named the "Benjamin C. Smith," in honor of the veteran and most successful captain of the Lunenburg fleet. The vessel will be commanded by Capt. John C. Corkum and will engage in the banks fishing business as soon as ready.

John McLean and Sons, Mahone Bay, launched a fine looking schooner for Capt. Conrad of Rose Bay on Monday.

The new sch. Ariston, recently built at Shelburne, arrived at Lunenburg, Wednesday. She is a finely built vessel and has every up-to-date accommodation and fitting. Her commander is Capt. John Walters. The schooner will be added to the big fishing fleet of Zwicker and Co., limited.

A fine vessel, christened the Gigantic, was launched at Conquerall Bank on Saturday from the yard of J. Norman Rafuse. The vessel is owned by A. V. Conrad, of Park's Creek, and others.

At Lower Bridgewater, on the same day, Naugler Bros. launched a pretty schooner, which left on Monday for Lunenburg. She was named the Jennie E. Duff, and will be commanded by Capt. Haliburton Himmelman, well-known at this port.

April 10. ✓

Portland Fish Notes.

About the only fish fare of any size landed here Friday was from the Gloucester schooner Speculator, which for the past four weeks has been fishing on Georges and Brown's banks. No attempt was made to get halibut, the schooner having fitted out for shack fishing. Rough weather prevailed about all the trip, the only damage resulting, however, being some slight injury to the riggings. She brought in about 35,000 pounds of cod and haddock, which were purchased by the Lord Brothers for splitting.

A baby porpoise on exhibition in the window of J. H. McDonald's fish store on Commercial street attracted great attention yesterday afternoon.